



Rehabilitation, Restoration, and Resurfacing of the Yosemite Valley Loop Road

Where is the project located?

This project is located in Yosemite Valley and includes a 12.5 mile section that contains both the Southside Drive and Northside Drive halves of the Yosemite Valley Loop Road. Work on Southside Drive would extend eastward from where it meets Northside Drive at Pohono Bridge, all the way to Housekeeping Camp. Northside Drive would be rehabilitated from its eastern terminus at the Curry Village intersection back to Pohono Bridge. The El Capitan Crossover and Sentinel Drive will also be included in this project.

Why undertake this project?

The existing road surface and culvert system in Yosemite Valley are in very poor condition, as major maintenance repairs have not been undertaken for many years. The purpose of this project is to repair and resurface existing roadway pavement, rehabilitate or replace adjacent drainage features (e.g., culverts, diversion ditches, and retaining walls), and improve the condition of nearby roadside parking.

All actions proposed in this project are located within the Yosemite Valley Historic District. No realignment of the roadway, or changes to vehicular or pedestrian circulation patterns will be undertaken. Similarly, no changes will be made to existing speed limits.

What are the proposed alternatives?

The Yosemite Valley Loop Road Environmental Assessment (EA) identifies and analyzes three alternatives:

- Alternative 1—No Action
- Alternative 2—Rehabilitation of and Improvements to the Roadway, Drainages, and Roadside Parking (preferred)
- Alternative 3—Resurfacing the Roadway only with Drainage Improvements

Under **Alternative 1**, necessary repairs and resurfacing of the roadway, as well as essential rehabilitation or replacement of damaged and/or poorly functioning culverts and drainage ditches would occur.

Alternative 2 (preferred) calls for the existing roadway to be pulverized (in- place recycling) and resurfaced. This involves being consistent with the original 1927 roadway width of 22 feet (10 foot width lanes and 1 foot shoulders).

Under this alternative the majority of the culverts along the roadway would be replaced with larger sized pipes. Additional culverts would be placed along the roadway in select areas where they are needed to facilitate improved drainage. Every attempt will be made to preserve stone headwalls and culverts.

This alternative also includes defining and/or formalizing existing roadside parking areas throughout the project area with either curbing or some other form of more permanent barrier, such as barrier stones.

Alternative 3 includes all of the elements as described in Alternative 2 with the exception of selective improvements to nearby roadside parking areas (i.e., all turnouts would be replaced in kind, with no placement of parking controls such as curbing, etc.).

Public Participation

The public is invited to review the *Rehabilitation of the Yosemite Valley Loop Road Environmental Assessment* and submit written comments from **December 5, 2005 through January 20, 2006** (see information below on how to submit comments).

Here are some ways to learn more, stay involved, and submit comments:

- Attend a National Park Service's public open house to talk with project specialists and obtain more information about ongoing and future park projects.
- Check our website regularly at www.nps.gov/planning for new fact sheets, meeting dates, and copies of all planning documents.
- Add your name to the park's mailing list (to address/fax/email below) and receive planning- related notices.

To request a hard copy or CD ROM version of the Environmental Assessment, or a copy of the Public Comment & Response Report, and to submit comments:

Mail: Superintendent
Attn: *Rehabilitation of the Yosemite Valley Loop Road
Environmental Assessment*
P.O. Box 577
Yosemite, CA 95389

Fax: 209/379- 1294

Email: YOSE_Planning@nps.gov

- Visit online: www.nps.gov/yose/planning.